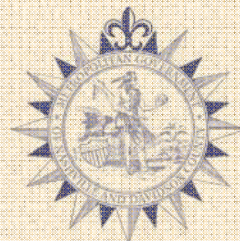


# Nashville BPAC

## 2009 Annual Report



[www.nashville.gov/mayor/bpac](http://www.nashville.gov/mayor/bpac)





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*Report by:*  
**Toks Omishakin, Mayors Office BPAC Liaison**

## From the Chair

First, thank you to all the hard working members of the 2009 Nashville Bicycle and Pedestrian Advisory Committee for a job well done. Attendance and participation at meetings were excellent, and members generously contributed their time to work on important projects delegated to subcommittees and on other tasks. Thanks also to Mayor Karl Dean for his creation and support of the BPAC and for his unwavering commitment to make Nashville one of the most walkable and bikeable cities in the United States. Likewise, Toks Omishakin, Mayor Dean's liaison to the BPAC, deserves much credit for helping us identify and work toward achieving important goals.

Some of the BPAC's many first year accomplishments are listed elsewhere in this Report. All of these are the direct result of the hard work of Committee members.

In 2010, the BPAC will build on the considerable momentum it has already attained in addressing important new challenges. The potential adoption of a complete streets policy by Metro is but one of many significant topics that will come before the Committee. And, while Nashville's bicycling and walking infrastructure is improving by the year, public understanding and acceptance of what we are trying to accomplish may not be keeping pace. That is evident to anyone who has tried to cross a busy intersection on foot within a marked crosswalk and had they feel unsafe because of unknowledgeable drivers turning right on red. So let's roll up our sleeves and get to work. It's going to be another busy and productive year.

*John Norris, 2009 BPAC Chair*

## Mission

*(as established by Executive Order 034 by Mayor Karl Dean)*

The Bicycle and Pedestrian Advisory Committee shall serve in an advisory capacity to the Mayor and is charged with the following goals and responsibilities:

- 1) Promoting bicycling and walking as an accepted form of transportation.
- 2) Serving as a resource to the Metropolitan Government on bicycle and pedestrian plans, policies, and programs.
- 3) Assisting in updating and implementing the 2003 Strategic Plan for Sidewalks and Bikeways.
- 4) Promoting the integration of bicycling and walking in the Metropolitan Government's planning, design and development of transportation facilities.
- 5) Working with local businesses, governmental agencies, and other organizations such as Walk/Bike Nashville to encourage bicycling and walking and promote community investment in bicycle racks, signage, markings and other facilities and programs.
- 6) Working with the Metropolitan Government and Walk/Bike Nashville to foster programs to educate all age groups on safe bicycling and walking skills.
- 7) Developing and distributing informational, educational and promotional materials for bicyclists, pedestrians and motorists.
- 8) Serving as a resource to the Metropolitan Planning Organization in developing long-range plans to encourage increased bicycling and walking trips.

## 2009 BPAC Structure

**The Bicycle and Pedestrian Advisory Committee shall be composed of up to eighteen (18) members appointed by the Mayor.**

- 1) Members will include people with interest and expertise in bicycle and pedestrian issues as well as representatives from neighborhood and business organizations.
- 2) The Mayor shall appoint a chair from among the members.
- 3) The Committee may elect such additional officers it finds necessary and appropriate.
- 4) A quorum for approving decisions by the Committee shall consist of a majority of the currently filled positions on the Committee.
- 5) Members of the Bicycle and Pedestrian Advisory Committee shall serve without compensation.

Name	Represent	Term Expires
Shirley Cooper	Cycling Club	2/15/2010
Erik Cole	Metro Council	2/15/2012
Laurel Creech	Green Ribbon Committee/ Team Green	2/15/2011
Bud Curtis <b>(2009 BPAC Vice Chair)</b>	Cycling Club	2/15/2010
Sean Davies	Walk/Bike Advocacy	2/15/2010
Kenton Dickerson	Special Needs/ Disabled Community	2/15/2010
John B. Harkey, Jr.	Health Council	2/15/2011
Kim Hawkins	Design/ Landscape Architect	2/15/2010
Jeff Kellar	Cycling Club	2/15/2011
Britton Kinnard	Cycling Club	2/15/2012
Jenny Magill	Walking/Running	2/15/2012
John Norris <b>(2009 BPAC Chair)</b>	Walking/Biking Advocate	2/15/2012
Thomas F. O'Connell	Transit Board	2/15/2011
Keith Putman	Cyclist	2/15/2011
Johniene Thomas <b>(2009 Recording Secretary)</b>	Civic Org/ University	2/15/2012
Debbie Thurman	Advocate	2/15/2011
Tom Turner	Downtown Partnership	2/15/2012
Patrick Willard	Senior Citizen Community	2/15/2010
<b>Department Liaisons:</b> Shain Dennison (Metro Parks), Jim Snyder (Public Works), Bill Paul/Matt Coleman (Metro Health), and Paul Trickey/Mike Hager (Metro Police)	Metro	

## Executive Summary

The first year of the Bicycle Pedestrian Advisory Committee (BPAC) saw the committee take on challenging policy issues and undertake innovative measures to improve the walkability and bikeability of Nashville. Though there are many successes to report as this document shows, the BPAC is in agreement that making Nashville a more conducive city to walk or bike in, will involve more work particularly with education, community outreach and policy initiatives.

Among the committees successes in 2009 was work with the State, community leaders and Metro staff to develop a comprise on a proposed bicycling ban on River Road in North West Nashville. In addition, the BPAC worked with Metro to attain federal stimulus funding for the Downtown to Tennessee State University greenway spur and successfully applied for a federal formula-grant to fund the remaining segments of the Music City Bikeway that connects Percy Priest Lake to Percy Warner Park.

The BPAC also assisted in efforts to increase participation and awareness of key walking and biking events. Walk Nashville Week which included Walk to School Day increased its Metro Schools participation and the Tour de Nash and Bike to Work day of National Bike Month saw solid community participation despite inclement weather.



Mayor Karl Dean with downtown workers and BPAC members walk during Walk your Neighborhood Day of Walk Nashville Week.

The list below includes some of the **BPAC initiatives and accomplishments in 2009:**

1. **National Bicycle Friendly Community award application** - Metro Nashville received 2009 Honorable Mention.
2. **Connectivity Study** – developed study with Metro Public Works staff and consultant team to identify key projects that will increase interconnectivity between walking, biking and transit modes.
3. **Art Bike Racks** –worked with Arts Commission to create standards for new Art Racks in downtown Nashville and served on selection committee to select final artists on the project.
4. **Downtown Bike Parking Plan** – worked with staff and consultants to develop inventory of current bicycle parking facilities and create a plan for future bicycle parking downtown.

5. **Pedestrian Accident Data Analysis** – included work with Metro Police, Public Works, and consultants to develop mapping system of accidents and an analysis report for 5 year period.

6. **Downtown Walk-Bike Maps** - created tourist/commuter maps that show downtown walking and biking locations including Bicentennial Mall to Two Rivers Park walk/bike route.

7. **Green Bike Lane project** – worked with United States DOT to attain approval of innovative green bike lane design. Pilot project will be implemented on 4 roadways in Nashville: Davidson Road, Rosa Parks Blvd, Charlotte Ave, and Ed Temple Blvd.

8. **Storm Water grate replacement plan** – developed process to replace storm grates that are unfriendly to bicycle traffic. Metro Water is creating database of unfriendly grates and is coordinating replacement plan of all grates with Public Works.

9. **Car Parking and Bike Lane Policy** – worked with consultant team to develop inventory of all bike lanes in Nashville. Also analyzed potential car parking and bike lane conflict locations. Developed a policy recommendation for Traffic and Parking commission on the issue.

10. **National Pedestrian and Cyclist Count** – assisted MPO in count of AM and PM pedestrians and cyclist in 11 locations throughout Nashville to develop base line data for future projects and funding. Approximately 4,000 pedestrians and cyclist were counted in the region.

11. **Nashville Bike Share program** – researched opportunities for a free bike share program in Nashville. Pilot project with 30 bicycles will begin in Spring of 2010 at the Shelby Bottom Nature Center and Music City Star Riverfront Station.



Cyclist at Tour de Nash near Titans stadium



More pedestrian friendly Deaderick Street opened in 2009.



## *Key Projects:*

### **Green Bike Lane Design and Davidson Street Improvements**



Rail lines on Davidson Street during construction improvements to add new rubber seals for safer bicycle and automobile travel.



Green bike lane symbols that will be installed on 4 roads in Nashville including Davidson Street.

At the September 2009 BPAC meeting, the committee endorsed Metro's usage of the first ever green bike lane symbols in the United States. Prior to this endorsement, staff worked with consultants and United States Department of Transportation (DOT) on an appropriate design for the green experimental symbols that will increase the visibility and improve the general awareness of bike lanes in Nashville. In October, Metro received approval from the US DOT to proceed with the experimental symbols on 4 roadways: Davidson Street, Charlotte Pike, Rosa Parks Boulevard, and Ed Temple Boulevard. The symbols were installed on Davidson Street in January of 2010.

Since the completion of the Shelby Street Pedestrian bridge in 2003, Davidson Street has become a major bicycle and pedestrian connection between LP Field, Downtown, and Shelby Bottoms Park. However the railroad track that bisects the road near the industrial area was going through a gradual abrasive condition. In December of 2009, Metro Pubic Works in conjunction with PSC Metals installed new rubberized rail seals on the roadway to improve vehicular and bicycle access. All bicycle facility improvements on the roadway are scheduled for completion in February of 2010.



## ***Key Projects:***

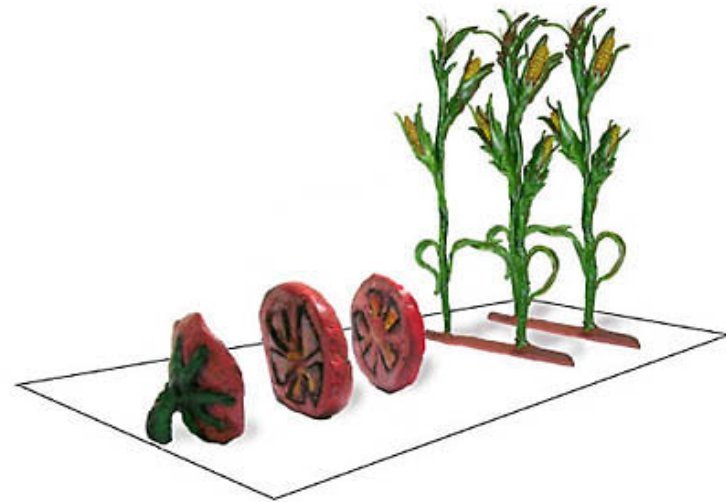
### **Art Bike Racks**

In the summer of 2009 the BPAC worked with the Arts Commission to develop a request for proposal to artist within the region that can design “artistic bike racks”. There were more than 139 submissions from 59 area artist. In December of 2009, the Selection Panel (which included 4 members of the BPAC) and the Arts Commission narrowed down the 139 submissions to 6 distinct winning designs. The designs were selected based on there functionality, artistic merit, location context, and durability.

The 6 winning bike rack designs will be placed in six locations including:

1. *Corn & Tomatoes*, created by Paige Easter and Dan Goostree to be located on the Rosa Parks Blvd (west) side of **Farmers’ Market**.
2. *Microphone Rack*, the work of Franne Lee, Keith Harmon, and Mac Hill, to be constructed at the Northeast corner of **Demonbruen Street and Music Row**.
3. *Banjo*, submitted by Ric Howse, which will find its home at the **Fulton Complex** on 2nd Avenue South.
4. *Bicycle Copse*, designed by Anice Doak, which will be installed on **Commerce Street** between 4th and 5th Avenues
5. *Capitol*, designed by Luke Tidwell, which will be installed on the **Bicentennial Mall** (east) side of Farmers’ Market
6. *Padlock Emerging From The Ground*, created by Matt Young to be placed on Church Street at Capitol Blvd across from the **Nashville Public Library**.

The racks are scheduled for installation in the Spring of 2010.



Corn and Tomatoes Rack



Microphone Rack

## *Key Projects:* Nashville Bike Share



Bike Share at Shelby Bottoms Nature Center



Bike Share at Music City Star Station at Riverfront

In the spring of 2009 the BPAC started meetings with Metro Parks, Metro Public Works and a consultant team to determine the feasibility of a free bike sharing system in Nashville. A short list of possible locations was created and the list was later narrowed to two locations for a pilot project: Shelby Bottoms Nature Center and the Music City Star Riverfront station. The bike stations are directly linked to more than 30 miles of greenways trails and 40 miles of on-road bike lanes and routes. A total of 28 new customized bicycles (in official Nashville colors) have been ordered to start the pilot project at the stations.

The goal of the Nashville Bike Share program is to provide alternative transportation and healthy-recreation opportunities to Nashvillians that do not have immediate access to a bicycle. The free program is scheduled to start in the Spring of 2010.



## ***Key Projects:***

### **Pedestrian and Bicycle Accident Data Analysis**

Another key project for the BPAC in 2009 was analysis of pedestrian and bicycle accidents that involved motorist. A subcommittee of the BPAC worked with Metro Police and a consultant team to analyze actual causes of fatal incidents that included pedestrians and cyclist. The report originally set out to analyze all serious bicycle and pedestrian accidents over a 5 year period (2004 – 2009), but due to a major database transition taking place at Metro Police all of the needed data was not immediately available.

With the data that was received only 2008 data could be analyzed and reviewed. In total there were 10 fatal bicycle and pedestrian accidents in 2008 reviewed. All reviews were based on the documentation provided by the Metro police department for each incident, which primarily consists of the Tennessee Uniform Traffic Crash Report. Several clear factors emerged from the review of the 10 incidents including: 1). Majority of incidents occurred on major arterials with unmarked crosswalks, 2). majority of incidents occurred at dusk/night. 3). Alcohol was a factor in nearly half of the incidents. The BPAC generally regards the report as inconclusive due to the additional information that is still needed. A more detailed report is scheduled to be completed in the spring of 2010.



Pedestrian utilizing crosswalk and curb bulb out at intersection



Cyclist headed to Downtown Nashville on Shelby Street bike lanes

## Key Projects: Connectivity Study

In September The BPAC established a subcommittee that worked with Metro Public Works and a consultant team to develop the Metro Nashville Multi-Modal Connectivity Study. The study provides recommendations for improving connections between existing bicycle, pedestrian and transit facilities and between trip attractors and generators such as commercial areas, concentrations of residential population, schools, parks, community centers, and greenways. The primary goal of the study is to improve connectivity between land uses especially in areas with high potential for bicycle and pedestrian activity and to improve connectivity between existing bicycle, pedestrian, and transit facilities.

The study was developed over a 4 month period and utilized existing plans as a resource. Plans that were reviewed for the creation of the study included *Strategic Plan for Sidewalks and Bikeways*, *Parks and Greenways Master Plan*, *Nashville Strategic Transit Master Plan*, *Cumberland Greenway Master Plan*, *Shelby Park Master Plan*, and fourteen Community Plans. A series of meetings were also held with Metro Public Works, Metro Planning, Metro Transit Authority, Nashville Area Metropolitan Planning Organization, Metro Parks and Greenways, Metro Nashville Public Schools, and the Metro Development and Housing Agency. The recommended projects are not prioritized and will be analyzed for implementation as funding is available.

MULTI-MODAL CONNECTI

Number*	Project Description	Facility Type	Distance (ft)	Distance (mi)
1	Connect Morton Mills Greenway to Coley Davis Greenway	Greenway/Multi-use path	2,500	0.47
2	Greenway and pedestrian bridge to connect existing bike lanes on Todd Preis Dr to HYSAs soccer fields.	Bridge	300	0.06
		Greenway/Multi-use path	1,500	0.28
3	Beech Bend Road Bike Lanes - Connect existing bike lanes on Sawyer Bend Drive at Harding Road to Harpeth Bend Road	Bike Lanes	4,350	0.82
4	Harpeth Bend Drive Bike Lanes - Connect proposed Beech Bend bike lanes to Hicks Road/Highway 100	Bike Lanes	10,500	1.99
5	Harpeth Knoll Drive Bike Lanes - Connect proposed Beech Bend bike lanes to proposed Harpeth Bend bike lanes	Bike Lanes	2,200	0.42
6	Greenway - Hicks Road to Old Hickory Boulevard. Connects proposed Harpeth Bend/Hicks Road bike lanes to Old Hickory Blvd. & provides access to signalized crossing of Hwy 100	Greenway/Multi-use path	500	0.09
7	Tunnel Under Hwy 100 to connect New Land to Percy Warner Park	Multi-use Path	600	0.11
8	Percy Warner Park Greenway Extension. Extend existing greenway east along Highway 100 to at least Vaughn's Gap Road.	Greenway/Multi-use path	9,000	1.70
		Bridge	-	-
9	Percy Warner Boulevard Bike Lanes - Connect Highway 70 to Vaughn's Gap Road.	Bike Lanes	2,775	0.53
10	Davidson Road - Complete sidewalk/asphalt path from Harding Rd west to Hillwood High School or at least to H G Hill Middle School. Include marked crosswalks across Harding Rd from bus stop (both sides).	Sidewalks	4,600	0.87
		Crosswalk	-	-
11	Morrow Rd - Bike lanes from Illinois Ave to 63rd Ave to connect proposed bike lanes on 63rd Ave and Centennial Blvd.	Bike Lanes	4,560	0.86
12	63rd Avenue Bike Lanes - Connect proposed Centennial Blvd bike lanes with proposed bike lanes on Morrow Road	Bike Lanes	1,900	0.36
13	Centennial Boulevard Bike Lanes - Connect proposed bike lanes on 63rd Ave with proposed bike lanes on Walter S. Davis Blvd.	Bike Lanes	4,700	0.89
		Bike Lanes	3,300	0.63
14	Walter S. Davis Boulevard Bike Lanes - Connect proposed Centennial Blvd bike lanes to Schrader Lane	Bike Lanes	5,480	1.04
15	51st Avenue Bike Lanes - Connect Delaware Avenue to proposed Centennial Boulevard bike lanes.	Bike Lanes	2,930	0.55
16	Provide pedestrian signals, crosswalks, ramps at Charlotte Ave & Morrow Rd	Crosswalks/Intersection Improvements	-	-

Section of Multi-Modal Connectivity Study.



## Key Projects:

### Policy for Bike Lane and Automobile Parking conflicts



Car parked in bike lane on N 14<sup>th</sup> street



Car in designated parking area next to bike lane on Eastland Avenue

Nashville has long been challenged with the issue of motorist parking in bike lanes. In the spring of 2009, a business owner in east Nashville requested removing bike lanes on Douglas Avenue to allow for additional automobile parking. As the Metro Traffic and Parking Commission (MTPC), considered the request, the BPAC worked with a consultant team to analyze the potential frequency of automobile and bike lane parking conflicts. In total there were thirty-seven roadways with bike lanes that were analyzed. Of the thirty-seven roadways, eleven roadways had *potential* of conflicts with on street parking in the bike lanes.

The bike lanes on Douglas Avenue were ultimately redesigned into a shared use facility (bike route) that included sharrows. The BPAC developed a policy statement for Metro (the MTPC) that is recommended for usage in future decision making when conflicts arise with bike lanes and on street automobile parking. Among the key recommendations in the policy are that: a) Bike lane removals should not be granted within the downtown area (interstate loop). b). Exemptions in the urban services district should require that no on-street or lot parking be available within 100 feet of the business or residence in question, and c). Exemptions for bike lanes created after Dec. 9th, 2008, when Metro ordinance BL2008-307 was approved, should not be considered.

## **2010 BPAC Focus Areas\***

**I. Education/ Community Outreach**

**II. Policy Initiatives**

**III. Projects**

\*To be determined at the delayed BPAC Retreat (originally scheduled for Jan. 2010) rescheduled for May 2010.



*Special Thanks to:*

Honorable Mayor Karl Dean

Members of BPAC

Metro Department Liaisons and

Community Volunteers